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**Maloney et al.**

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(54) **PLANING LANDING CRAFT**

(56) **References Cited**

(75) Inventors: **Ken Maloney**, New Orleans, LA (US);  
**John Richards**, Metairie, LA (US);  
**Robert A. Stringer**, Slidell, LA (US);  
**Charles S. Whipple, Jr.**, Slidell, LA (US)

(73) Assignees: **Biophan Technologies, Inc.**, West  
Henrietta, NY (US); **Textron Systems**  
**Corporation**, Wilmington, MA (US)

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U.S.C. 154(b) by 0 days.

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**Related U.S. Application Data**

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2002.

(51) Int. Cl.<sup>7</sup> ..... **B63B 35/00**

(52) U.S. Cl. .... **114/60; 114/70; 114/72**

(58) Field of Search ..... 114/26, 60, 70,  
114/271, 72, 259

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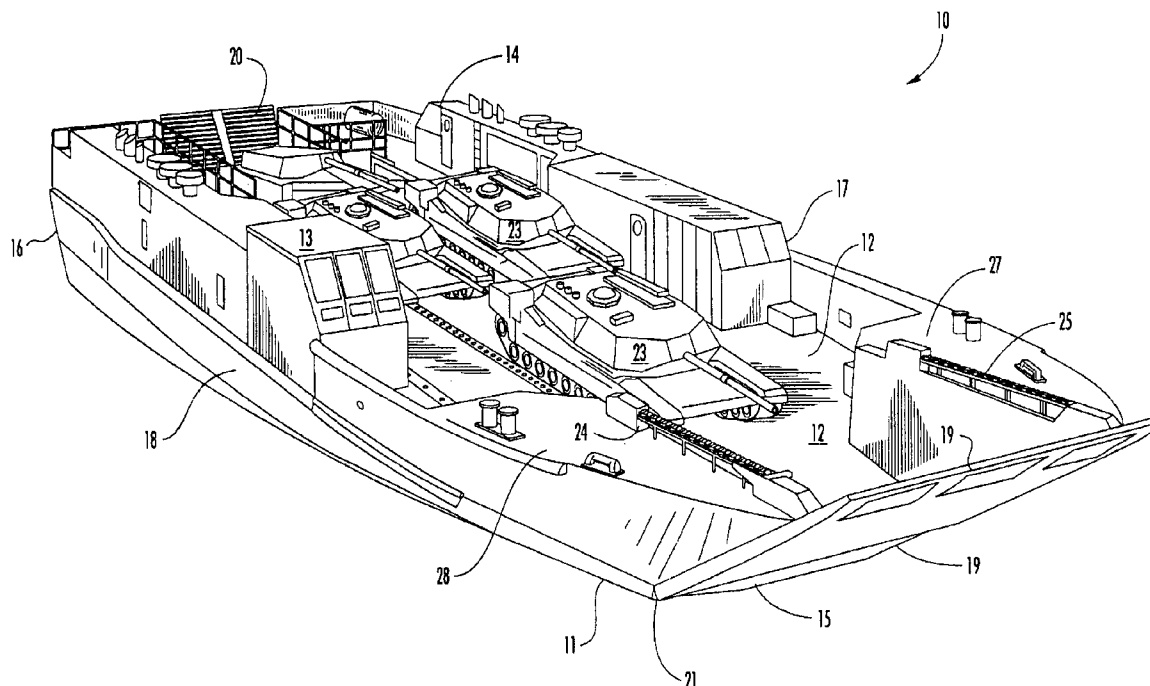
*Primary Examiner*—Sherman Basinger

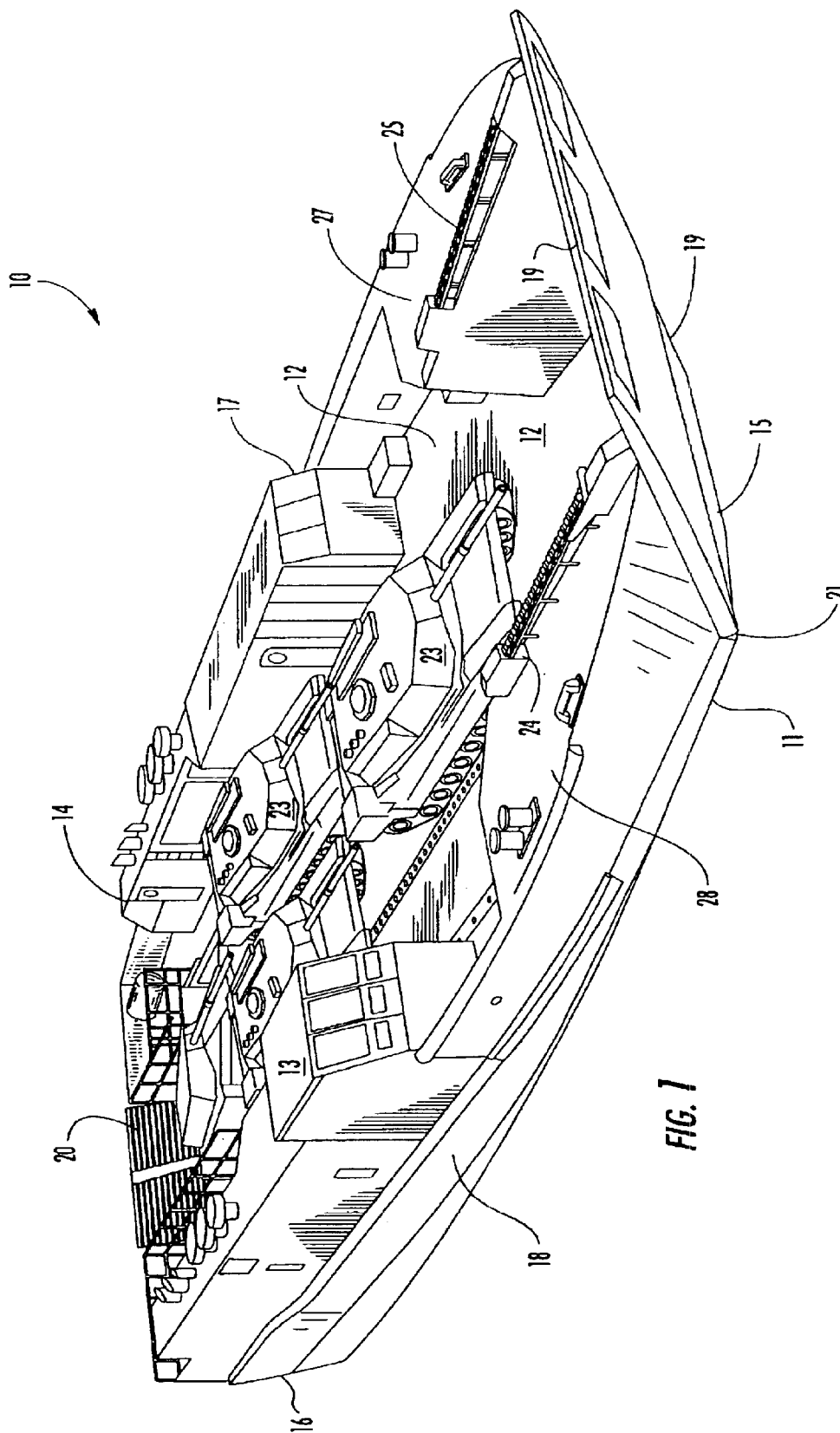
(74) *Attorney, Agent, or Firm*—Garvey, Smith, Nehrbass &  
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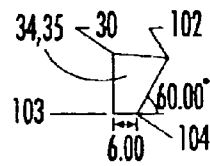
(57) **ABSTRACT**

An improved landing craft includes a hull that supports bow and stern ramps for enabling vehicles to drive through during loading and unloading. The drive-through arrangement also enables the crew to load and unload the craft much faster and more easily than existing vessels. A ballasting arrangement can be used to trim the hull when it is to be beached or to be extracted and/or during loading/unloading.

**67 Claims, 13 Drawing Sheets**







**FIG. 6**

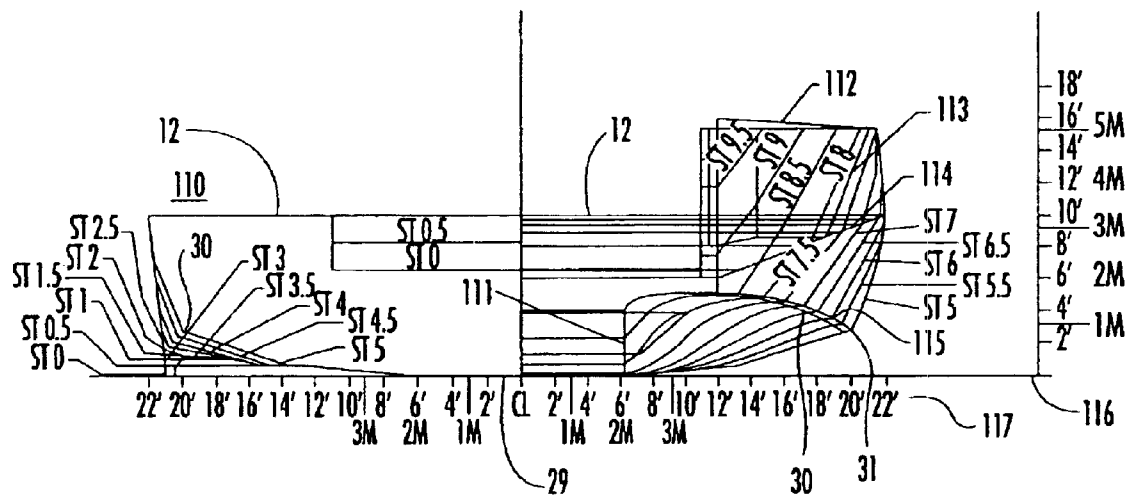
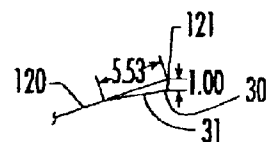
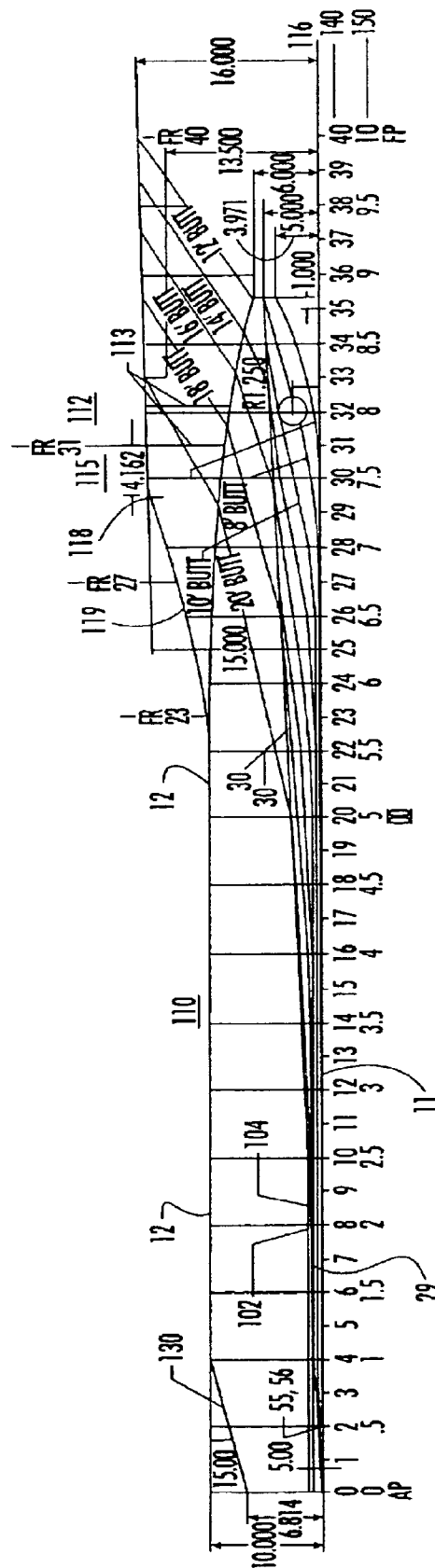
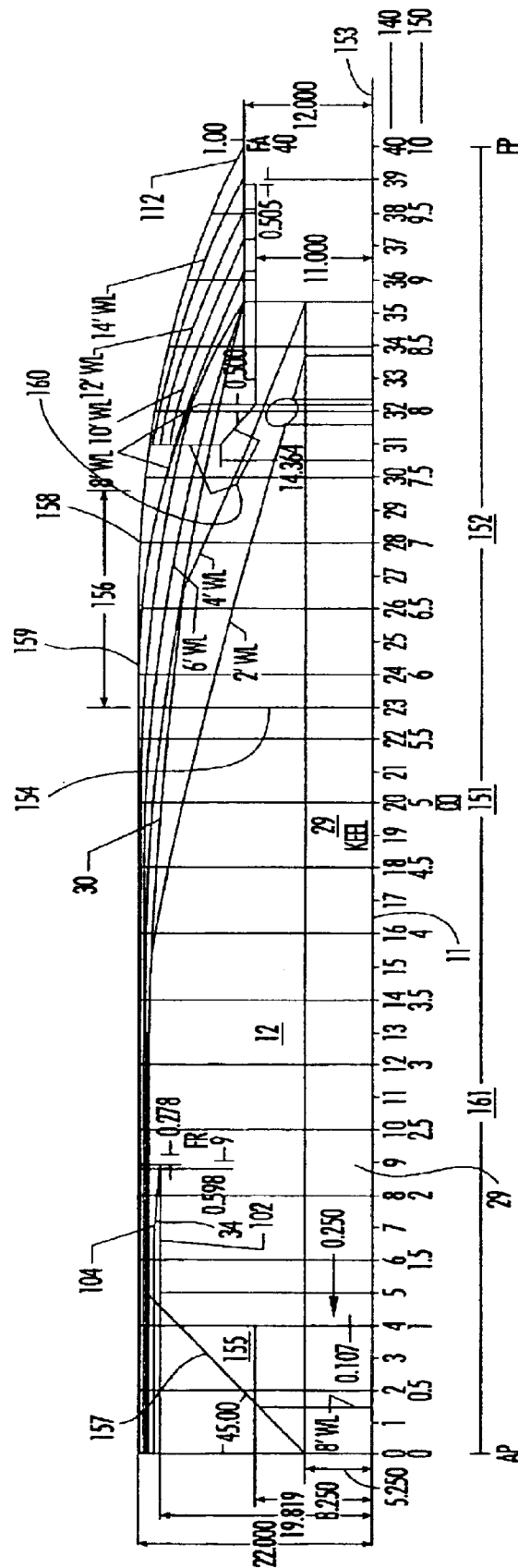


FIG. 2

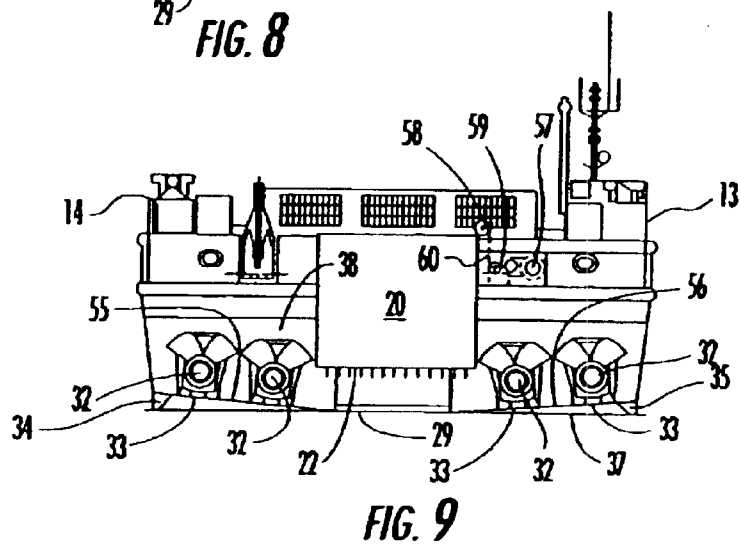
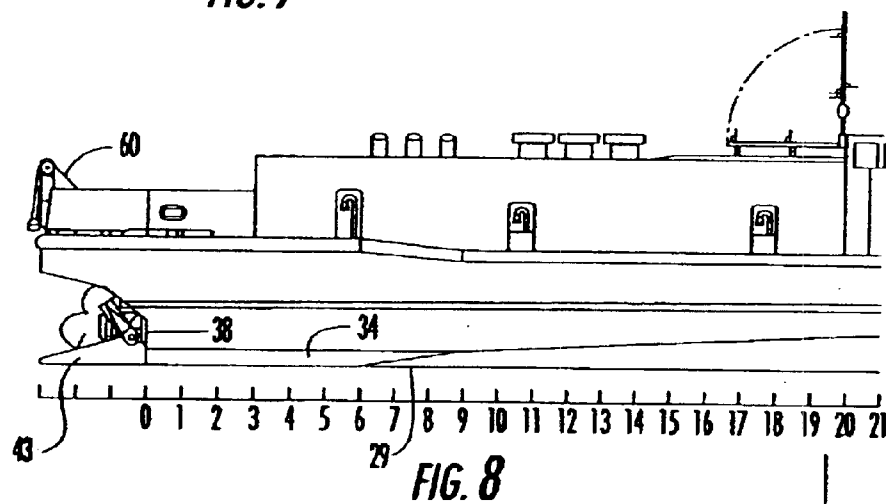
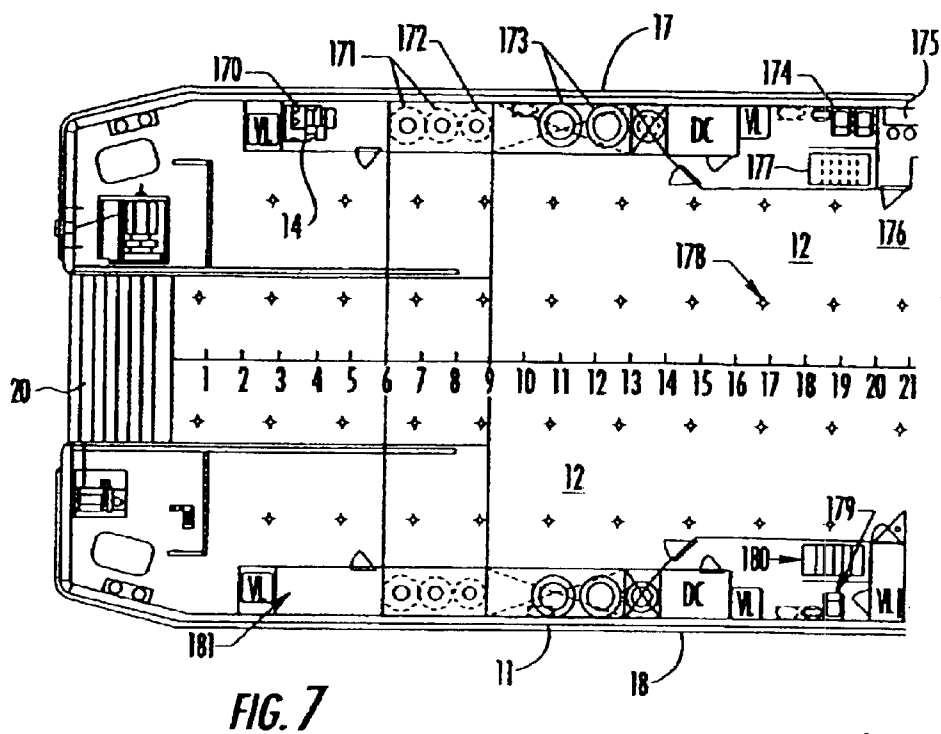


**FIG. 5**





**FIG. 4**



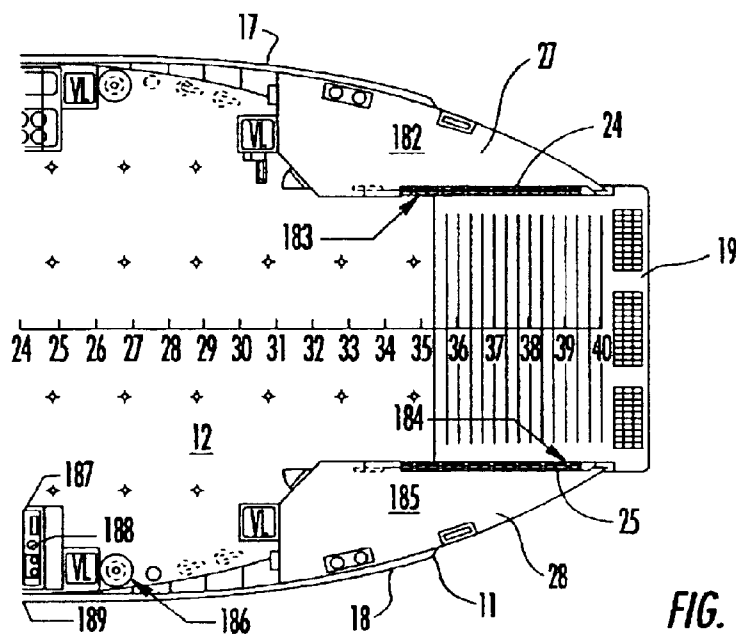


FIG. 10

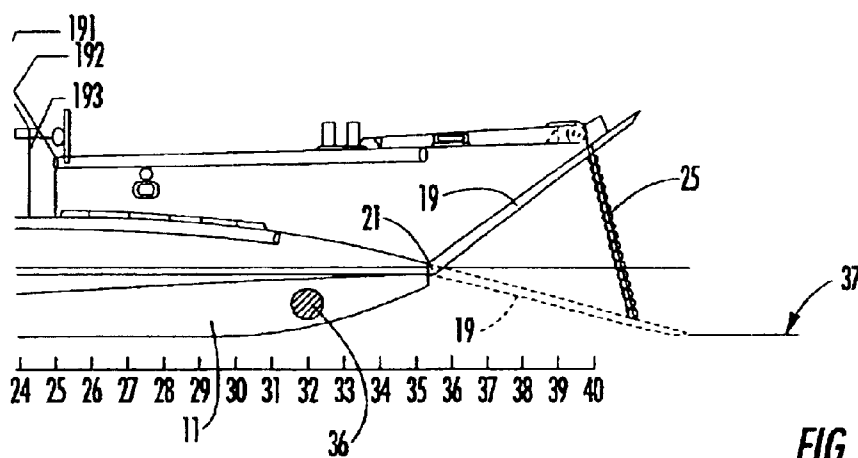


FIG. 11

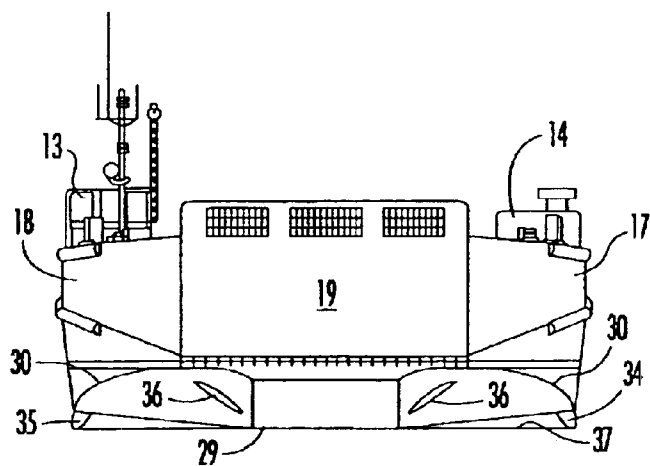
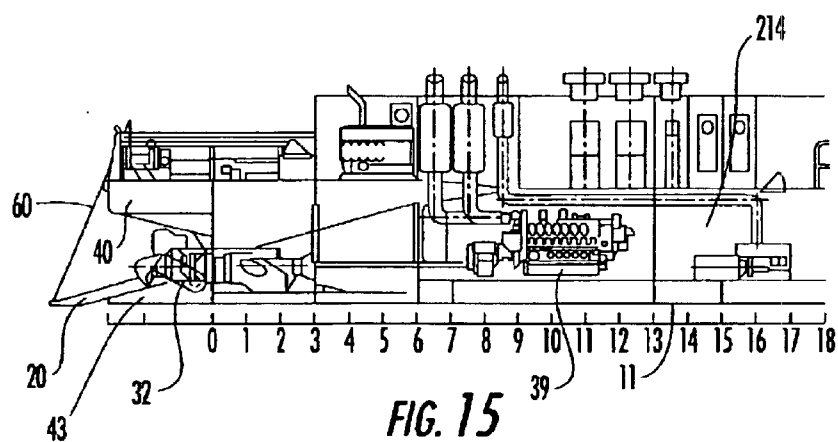
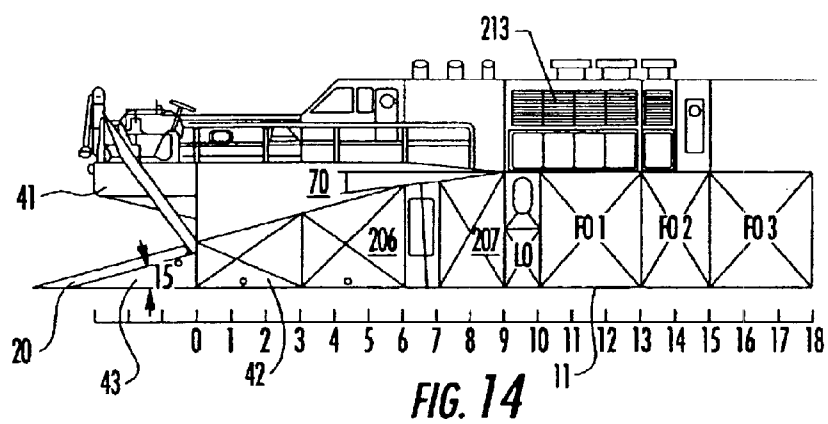
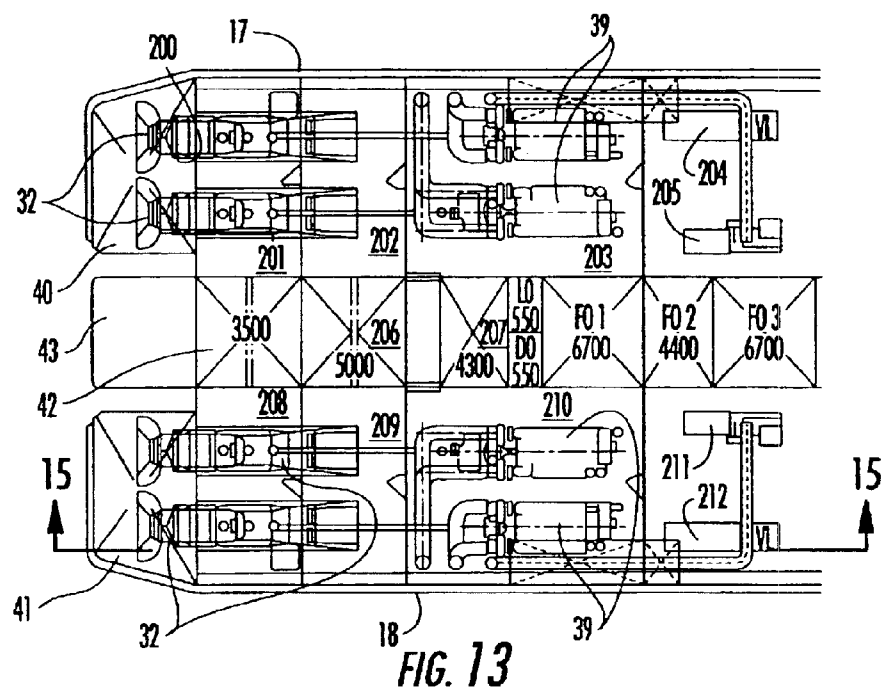


FIG. 12





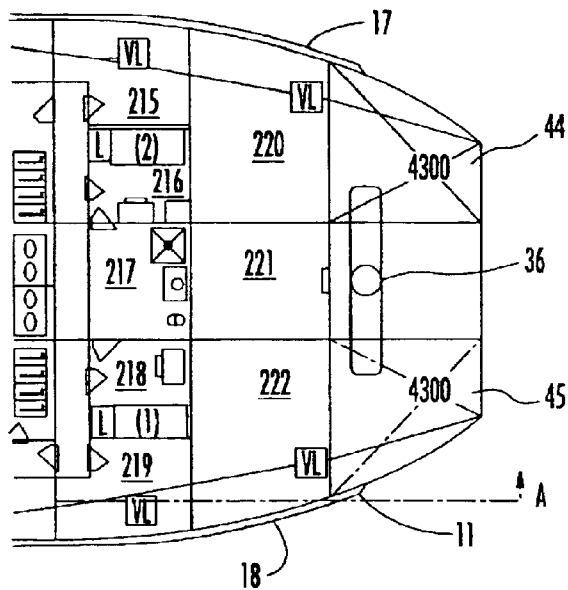


FIG. 16

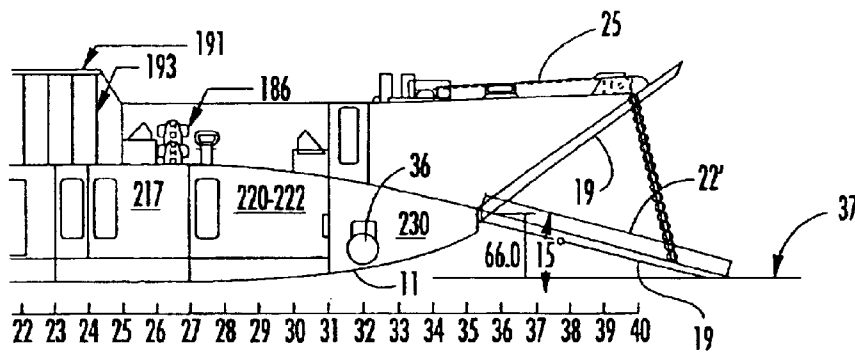
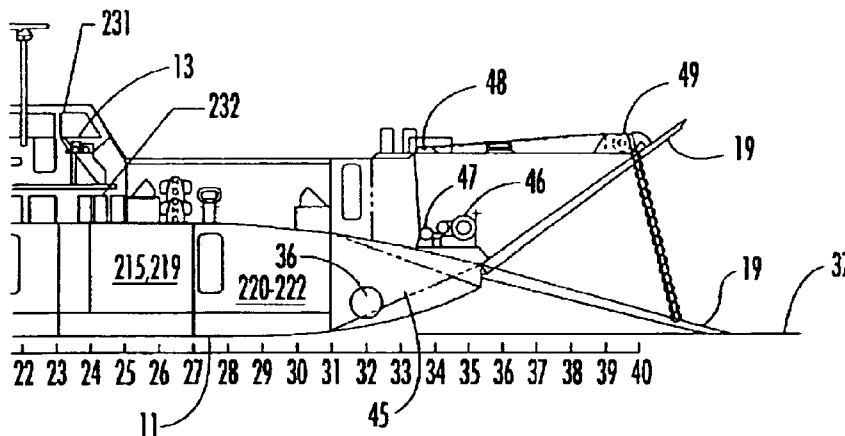
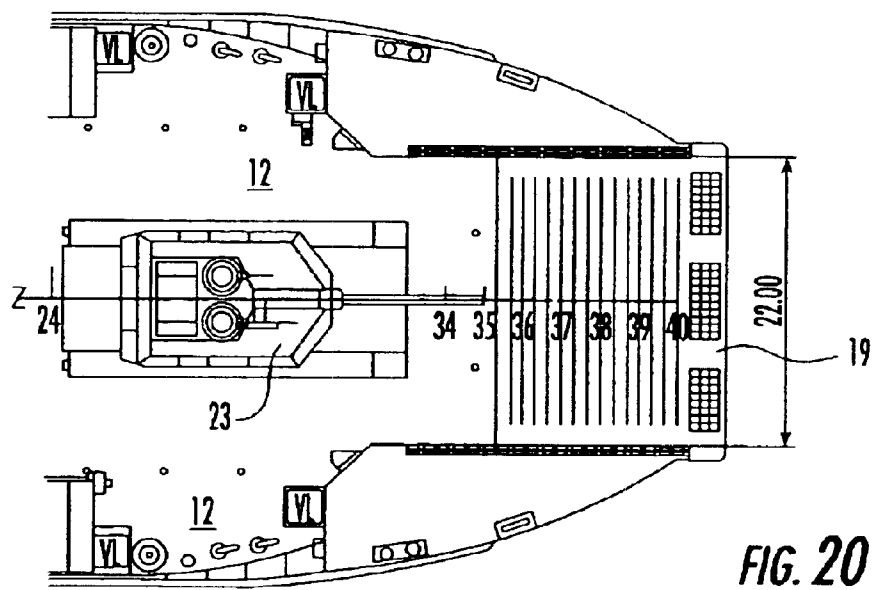
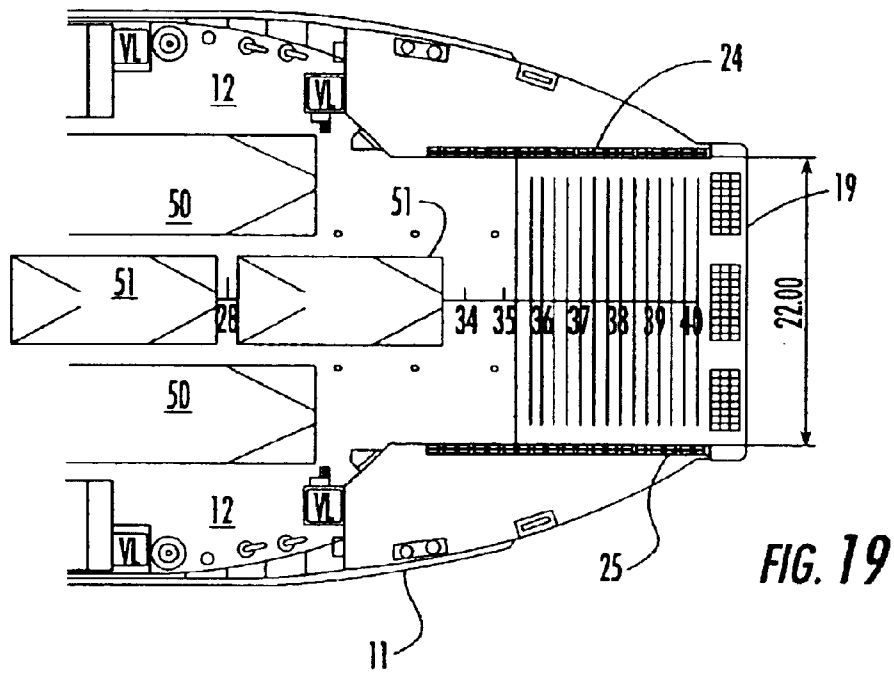


FIG. 17



**FIG. 18**



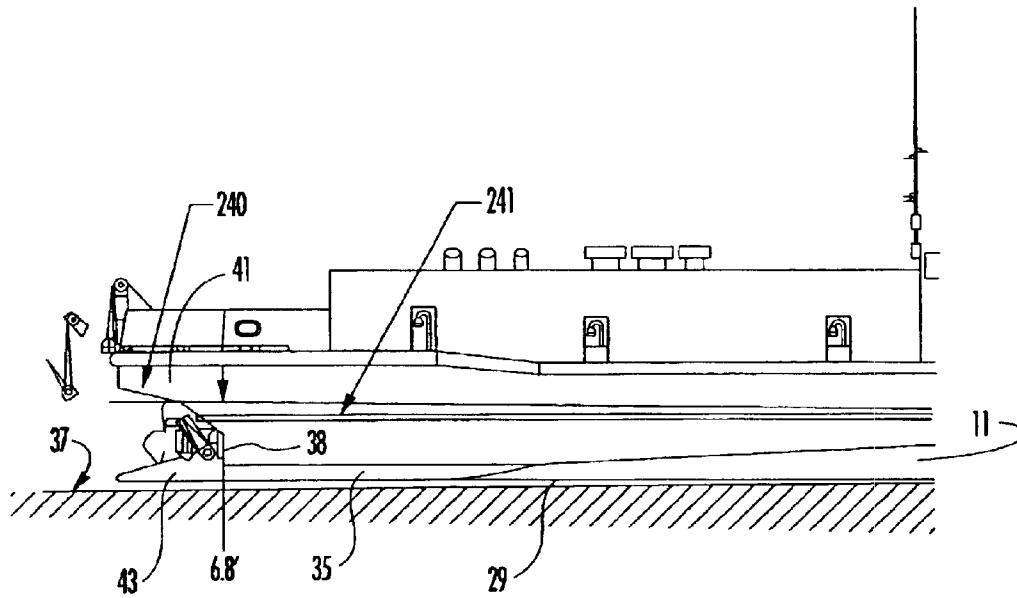


FIG. 21

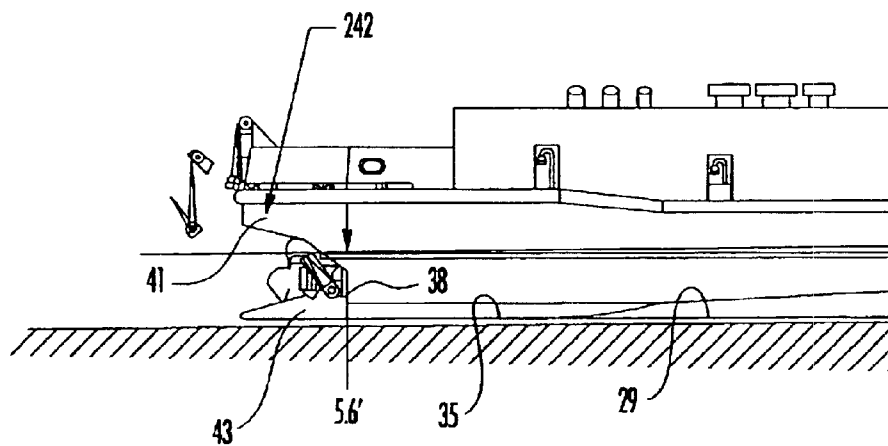


FIG. 22

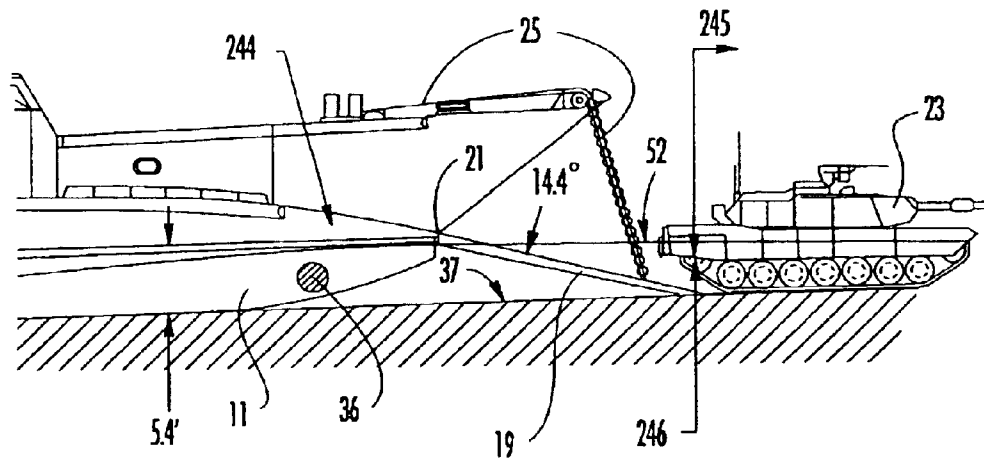


FIG. 23

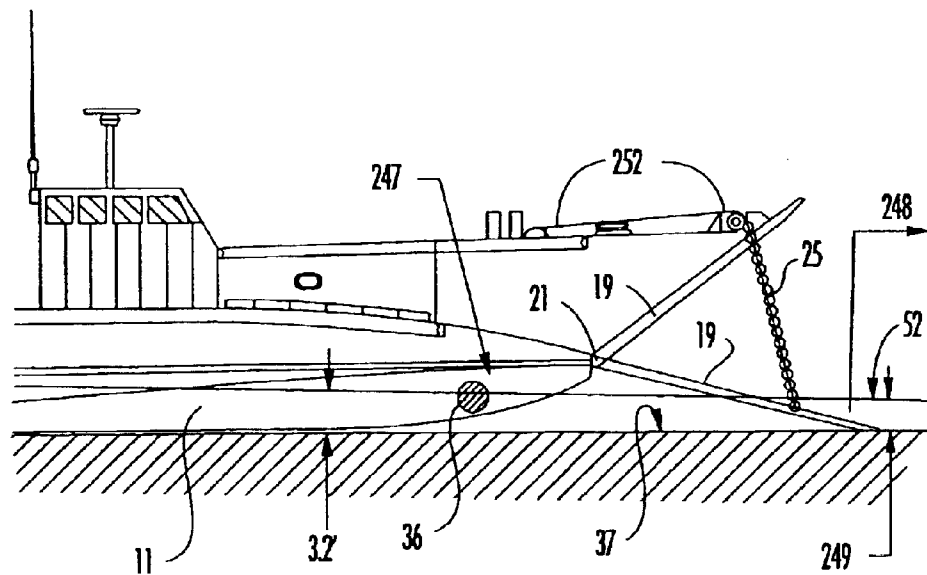


FIG. 24

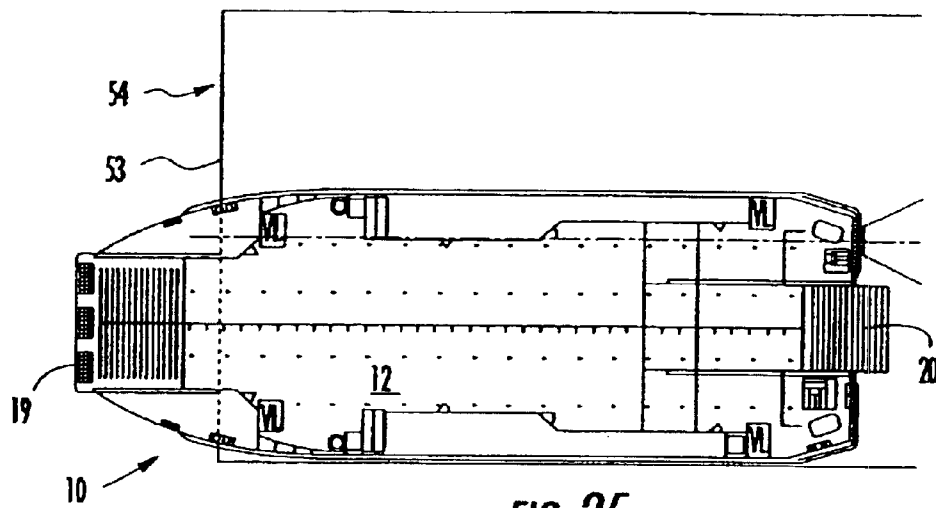


FIG. 25

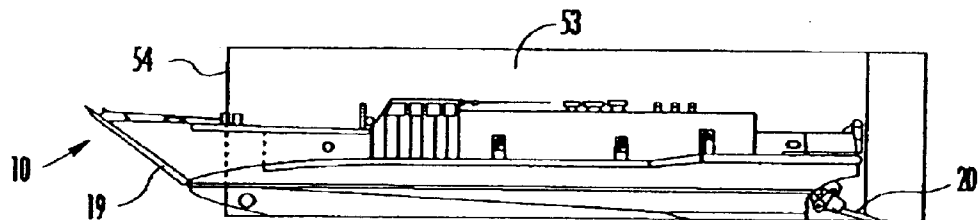


FIG. 26

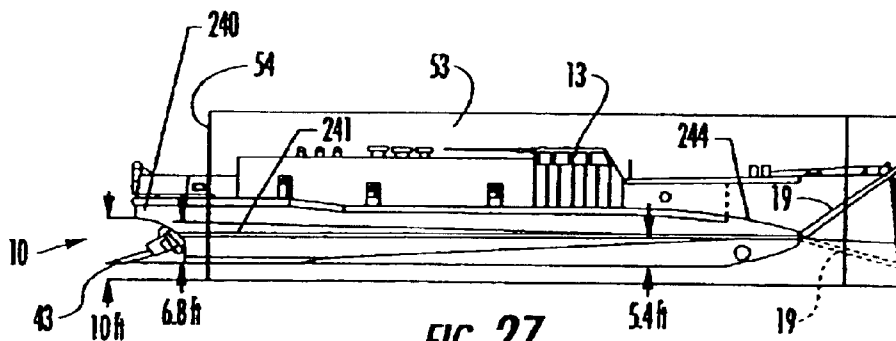


FIG. 27

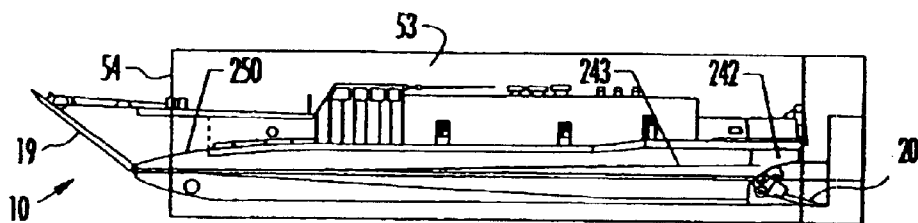
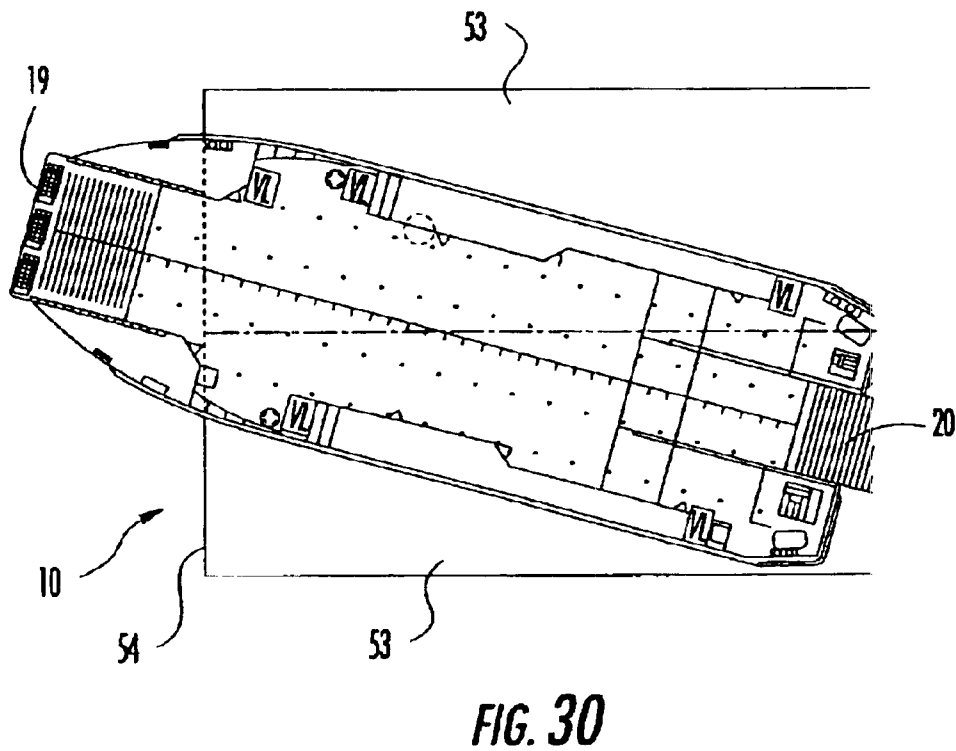
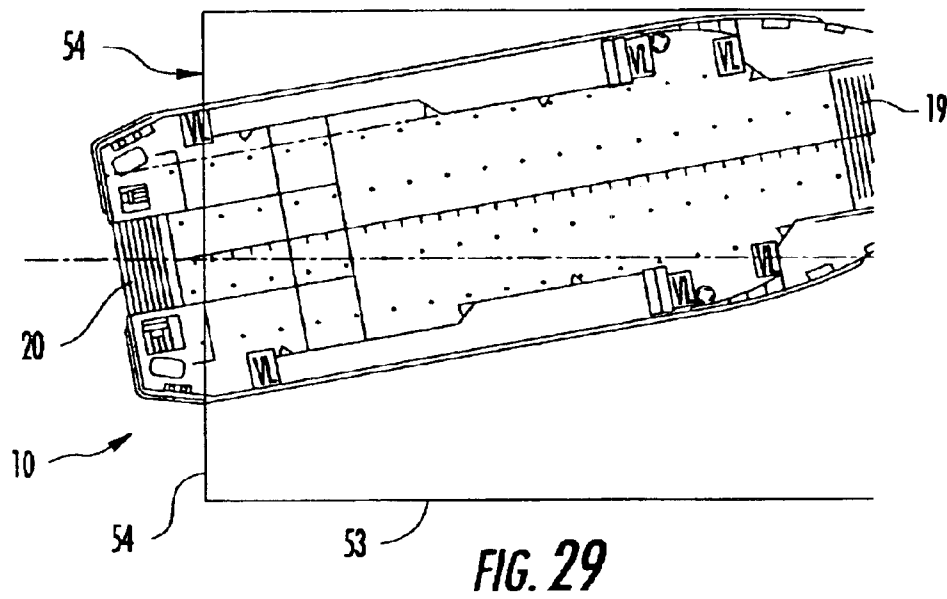


FIG. 28



**PLANING LANDING CRAFT****CROSS-REFERENCE TO RELATED APPLICATIONS**

Priority of our U.S. Provisional Patent Application Ser. No. 60/363,968, filed Mar. 14, 2002, incorporated herein by reference, is hereby claimed.

**STATEMENT REGARDING FEDERALLY SPONSORED RESEARCH OR DEVELOPMENT**

The invention disclosed herein was developed under Navy Contract Nos. N00024-01-C-2234 and N00024-02-C-2231. The government may have rights in this invention.

**REFERENCE TO A "MICROFICHE APPENDIX"**

Not applicable

**BACKGROUND OF THE INVENTION****1. Field of the Invention**

The present invention relates to landing craft. More particularly, the present invention relates to an improved landing craft having a planing hull that is particularly suited for military operations that includes the loading, unloading and marine transport of very heavy vehicles such as tanks, trucks and the like.

**2. General Background of the Invention**

Landing craft that are currently in use operate in a displacement mode. Such craft usually include a single ramp to allow loading and unloading of tanks and trucks. An example of a prior art landing craft is the U.S. Navy LCU 1640 class craft. Other landing craft are shown in patents listed in the following table as examples.

**TABLE 1**

U.S. Pat. No.	TITLE
4,080,922	FLYABLE HYDROFOIL VESSEL
4,681,054	MARINE VESSEL LAND METHOD FOR TRANSPORTING A VEHICLE
4,865,275	LAND, WATER AND AIR CRAFT
5,080,032	MONOHULL FAST SEALIFT OR SEMI-PLANING MONOHULL SHIP
5,129,343	MONOHULL FAST SHIP
5,231,946	MONOHULL FAST SEALIFT OR SEMI-PLANING MONOHULL SHIP
5,316,409	PORTABLE BOAT SKIDWAY
5,544,607	MOVEABLE SPONSONS FOR HYDROFOIL WATERCRAFT, INCLUDING BOTH LARGE EXTENDED-PERFORMANCE HYDROFOIL WATERCRAFT AND LEAPING PERSONAL HYDROFOIL WATERCRAFT
5,746,146	SURFACE EFFECT PLANING PONTOON SEAPLANE (SEPPS)
5,832,856	MONOHULL FAST SHIP WITH IMPROVED LOADING MECHANISM
6,000,358	BEACHING BOW FOR LOADING PLATFORMS AND WATERCRAFT
6,095,076	HYDROFOIL BOAT
6,167,829	LOW-DRAG, HIGH-SPEED SHIP
6,439,148	LOW-DRAG, HIGH-SPEED SHIP

**BRIEF SUMMARY OF THE INVENTION**

The landing craft of the present invention has been designed as simply as possible. The hull lines consist of developable surfaces, which simplify construction and repairs.

The bow and stern ramp systems can employ simple hydraulic winch stations and hinge pin connections, as opposed to articulated or ram actuated designs.

A drive-through arrangement enables a crew to load and unload the craft much faster and more easily than the prior known landing craft.

The landing craft of the present invention employs control station redundancy. The craft can be operated from either of the two control stations.

The craft is powered with one or more power units that can be engine powered waterjet systems installed on the craft to provide a rugged alternative to propellers. The waterjet system has one or more water jet intakes that feature bar gratings that prevent the ingestion of large debris and limit the possibility of impeller damage from underwater obstructions.

The hull of the can be manufactured with A588 high strength steel. This steel has a 25% higher yield strength than the A36. This higher strength allows for lighter plating with equivalent strength to be used. In addition, its corrosion resistant characteristics should help reduce maintenance efforts and increase the structural life of the craft.

The hull can be constructed of 5086 alloy, and other marine aluminum alloys. The natural corrosion-resistant characteristics of the aluminum help reduce overall maintenance efforts and increase the structural life of the craft.

The craft of the present invention has no moving components exposed below the bottom of the hull. All propulsion and maneuvering systems are protected by hull structural components, improving reliability and survivability.

Two unique functions of this craft are its ability to load and offload cargo from well deck ships (e.g., classes LSD-41, LSD-49, LHD-1, LPD-17, and LHA) to beaches. To assist the crew in completing these tasks safely and efficiently, the craft has been fitted with two control stations, each affording the operator excellent visibility. These features should allow the craft to back down at speeds approaching seven knots, hold its position in a 30-knot cross wind, or rapidly rotate in position. The increase in maneuverability will allow speed and ease of control during wet well and beaching evolutions.

**BRIEF DESCRIPTION OF THE SEVERAL VIEWS OF THE DRAWINGS**

For a further understanding of the nature, objects, and advantages of the present invention, reference should be had to the following detailed description, read in conjunction with the attached drawings which are identified as follows:

FIG. 1 is perspective view of the preferred embodiment of the apparatus of the present invention;

FIG. 2 is a partial sectional elevation view of the preferred embodiment of the apparatus of the present invention illustrating the hull body;

FIG. 3 is a schematic partial profile view of the hull body;

FIG. 4 is a schematic partial plan view of the hull body;

FIG. 5 is a fragmentary view of the preferred embodiment of the apparatus of the present invention showing the chine and spray rail configuration;

FIG. 6 is a fragmentary view of the preferred embodiment of the apparatus of the present invention illustrating the grounding rail portion;

FIG. 7 is a fragmentary plan view of the preferred embodiment of the apparatus of the present invention illustrating the hull stern portion;

FIG. 8 is a fragmentary elevation view of the preferred embodiment of the apparatus of the present invention illustrating the hull stern portion in profile;

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FIG. 9 is a stern elevation view of the preferred embodiment of the apparatus of the present invention;

FIG. 10 is a partial plan view of the preferred embodiment of the apparatus of the present invention illustrating the bow portion thereof;

FIG. 11 is a fragmentary elevation view of the preferred embodiment of the apparatus of the present invention illustrating the bow portion thereof;

FIG. 12 is a front, elevation view of the preferred embodiment of the apparatus of the present invention;

FIG. 13 is a partial cutaway plan view of the preferred embodiment of the apparatus of the present invention illustrating the hold plan, engines, and waterjets;

FIG. 14 is an elevation and partial cutaway view of the preferred embodiment of the apparatus of the present invention illustrating the stern portion thereof;

FIG. 15 is an elevation and partial cutaway view of the preferred embodiment of the apparatus of the present invention showing the hull stern portion and illustrating the engine and waterjet portions thereof;

FIG. 16 is a partial cutaway plan view of the preferred embodiment of the apparatus of the present invention;

FIG. 17 is a partial cutaway elevation view of the preferred embodiment of the apparatus of the present invention;

FIG. 18 is a partial cutaway elevation view of the preferred embodiment of the apparatus of the present invention;

FIG. 19 is a partial plan view of the preferred embodiment of the apparatus of the present invention illustrating a typical cargo layout for the deck;

FIG. 20 is a schematic, partial plan view of the preferred embodiment of the apparatus of the present invention illustrating another typical cargo layout for the deck;

FIG. 21 is a fragmentary elevation view of the preferred embodiment of the apparatus of the present invention illustrating the stern portion when spaced from the sea bed (showing full load with maximum trim);

FIG. 22 is a fragmentary elevation view of the preferred embodiment of the apparatus of the present invention illustrating the stern portion when resting on the sea bed (showing no cargo);

FIG. 23 is schematic elevation view of the preferred embodiment of the apparatus of the present invention illustrating a beach interface and unloading of a vehicle;

FIG. 24 is a schematic elevation view of the preferred embodiment of the apparatus of the present invention illustrating a beach interface and ramp position during unloading of equipment;

FIG. 25 is a schematic plan view of the preferred embodiment of the apparatus of the present invention illustrating its position within a wet well of a well deck ship;

FIG. 26 is an elevation view illustrating the preferred embodiment of the apparatus of the present invention positioned in a wet well of a well deck ship;

FIG. 27 is a schematic view illustrating the preferred embodiment of the apparatus of the present invention positioned in a wet well of a well deck ship;

FIG. 28 is a schematic view illustrating the preferred embodiment of the apparatus of the present invention positioned in a wet well of a well deck ship (showing full load with maximum trim by bow) (LHA wet well);

FIG. 29 is a schematic plan view of the preferred embodiment of the apparatus of the present invention illustrating its position when in an angled orientation within a wet well of a well deck ship (LHA well); and

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FIG. 30 is a schematic plan view of the preferred embodiment of the apparatus of the present invention illustrating its position when in an angled orientation within a wet well of a well deck ship (LHA well).

#### DETAILED DESCRIPTION OF THE INVENTION

The present invention provides an improved landing craft apparatus that is designated generally by the numeral 10 in FIGS. 1, and 25-30. Landing craft 10 provides a hull 11 that has a deck or deck area 12 with a starboard forward control station 13 and a port aft control station 14. Hull 11 includes bow 15 and stern 16 portions. Hull 11 has a port side 17 and starboard side 18 for reference purposes. The forward control station 13 is occupied by an operator or pilot for use when the craft 10 travels forward or when bow ramp 19 is to be raised or lowered. The aft control station 14 can be occupied by a pilot or operator for use when the craft 10 backs down or when stern ramp 20 is to be raised or lowered.

Bow ramp 19 is moveably (preferably pivotally) attached to hull 11. Bow ramp 19 can be pivotally attached to hull 11 at pivot 21. Stern ramp 20 is moveably attached to hull 11 at the vessel stern 16. Stern ramp 20 is preferably pivotally attached at pivot 22 to hull 11.

The vessel of the present invention provides an improved landing craft 10 with a hull 11 that is a planing hull. Hull 11 is powered by at least one and preferably a plurality of power units, preferably powerful engines 39 that drive waterjets 32 (see FIGS. 13 and 15). The landing craft 10 of the present invention is adapted to carry multiple large military vehicles such as tanks 23 in FIGS. 1, 20 and 23, trucks 50 as shown in FIG. 19, or personnel carriers 51 (or other large vehicles, automobiles, etc.) as shown in FIG. 19.

The bow ramp 19 can be operated with a pair of spaced apart winch lines 24, 25. The winch lines 24, 25 can be powered using a winch and roller arrangement as shown in FIGS. 17 and 18 that includes winch 46 and rollers 47, 48, 49.

Hull 11 includes a lower, generally flat keel 29 that communicates with planing wedges 55, 56 (see FIG. 9). A chine 30 and spray rail 31 are provided both port and starboard as shown in FIGS. 2, 3 and 4.

Forecastsles (commonly known as F' ocles) 27, 28 can be provided at port and starboard positions as shown in FIGS. 1 and 10. Ballast tanks are provided in both the bow 15 and stern 16 portion of hull 11 for ballasting either the bow 15 or stern 16 of the vessel during loading and unloading of vehicles 23, 50, 51. Ballast tanks can be used to help beach landing craft 10 for unloading as well as for trimming the hull 11 to remove it after it has been beached or after when docking (or leaving) the wet well 53 of a well deck ship.

One of the features of the present invention is that the engines 39 and waterjets 32 provide no moving parts externally of the hull. Water intake grates 33 (FIG. 9) enable water to be suctioned into the waterjets 32 and discharged for thrust while filtering or barring any large objects.

When the vessel 10 is to beached, port and starboard groundings rails 34, 35 form a tripod arrangement with the keel flat 29 (see FIGS. 9 and 21-22). In such a tripod arrangement, the keel flat 29 and the port and starboard grounding rails 34, 35 engage the seabed 37 or wet well deck. The transom 38 is shown in FIG. 8 that also displays keel flat 29, planing wedges 55, 56, port and starboard grounding rails 34, 35. FIG. 9 shows the aft facing discharge or propulsion part of the waterjets 32.

In FIG. 8, is waterjet guard 43 extends below stern ramp 20. Guard 43 is contacted by stern ramp 20 when ramp 20



reaches a lower, unloading or loading position. The stern ramp **20** can be operated using a winch **57** and roller **58**, **59** arrangement that includes a winch line **60** for raising and lowering the stern ramp **20**. The jet guard **43** provides a wedge that engages any wave action, thereby stabilizing the craft **10** by helping to dampen aft pitching motions. The guard **43** has large flat surfaces that create considerable resistance forces when the guard **43** rises and falls with the transom **38** in the waves.

A bow thruster **36** can be provided for helping maneuver the landing craft **10**. The combination of the bow thruster **36** and ballast tanks **40**, **41**, **42**, **44** and **45** maneuver and help ballast the craft **10** when it is to be beached, when it is to be extracted from a beached position, or when it is to be placed into or removed from a wet well **53** of a well deep ship.

The ballast tanks include an aft port ballast tank **40** and an aft starboard ballast tank **41**. A central ballast tank **42** can be provided in hull **11** forward of aft or stern ramp **20**. The port and starboard aft ballast tanks **40**, **41** are preferably positioned on opposing sides of stern ramp **20** and behind transom **38**. The port **40**, starboard **41** and central **43** ballast tanks can be seen in FIGS. **13**–**15**. Ballast tanks **44** and **45** provide port and starboard bow mounted ballast tanks for ballasting the bow of the hull **11** during loading and unloading operations.

Using the ballast tanks **40**, **41**, **42**, **44**, **45** and bow thruster **36**, the landing craft **10** of the present invention can be used to load or unload equipment or vehicles while docked in a wet well vessel wet well in different orientations. In FIGS. **25** and **26**, the landing craft **10** of the present invention has backed into a wet well so that the stern ramp **20** can be lowered (see FIG. **26**) enabling vehicles **23**, **50** or **51** or a combination thereof to be loaded via stern ramp **21** to the vessel deck **12**. In FIG. **26**, the landing craft **10** bow ramp **19** faces inward within a wet well **53** so that vessels can be added to the hull deck **12** via bow ramp **19**. FIG. **27** shows a full load, maximum trim by stern.

In FIG. **28**, the stern ramp **20** is in a lower position for receiving cargo, vehicles or the like and wherein a full load is shown with maximum trim by bow.

FIG. **29** shows a plan view of the landing craft **10** shown in an angled position within wet well **53** of a well deck ship. In FIG. **30**, the position of the vessel hull **11** has been reversed so that the stern ramp **20** is in a position in wet well **53** in order to receive vehicles or the like for transport from the well deck ship. In FIG. **29**, the stern gate **20** extends beyond stern gate **54** whereas in FIG. **30**, the bow of ramp **19** extends beyond stern gate **54** of wet well **53** of a well deck ship.

In FIG. **23**, a tank **23** is shown unloading via bow ramp **19** wherein water surface **52** almost covers ramp **19**. In FIG. **24**, ramp **19** is only partially covered by water surface **52**.

Landing craft **10** can include hull **11** having a beam of between about 35 and 50 feet. Hull **11** can be made of an aluminum or steel material and can have a length of between about 130 and 150 feet. Hull **11** can be configured to be scaled to a different length and/or beam by increasing the length or width of generally flat keel **29** portion. Transom **38** can have a deadrise angle of less than 10 degrees or preferably of about 5 degrees.

Ramps **19**, **20** can be positioned so that a wheeled vehicle such as a tank **23**, truck, or automobile can drive through the deck **12** area by entering the deck **12** area via one of the ramps **19**, **20** and leaving the deck **12** area via the other of the ramps **20**, **19**.

The following is a list of part numbers, parts descriptions, and materials used in the specification and suitable for use in the present invention:

## PARTS LIST:

Part Number	Description
10	landing craft
11	hull
12	deck
13	starboard forward control station
14	port aft control station
15	bow
16	stern
17	port side
18	starboard side
19	bow ramp
20	stern ramp
21	pivot
22	pivot
23	tank
24	winch line (port)
25	winch line (starboard)
27	forecastle
28	forecastle
29	keel flat
30	chine
31	spray rail
32	water jet
33	water intake grate
34	port grounding rail
35	starboard grounding rail
36	bow thruster
37	seabed
38	transom
39	engine
40	port ballast tank (aft)
41	starboard ballast tank (aft)
42	central ballast tank
43	waterjet guard
44	port ballast tank (bow)
45	starboard ballast tank (bow)
46	winch
47	roller
48	roller
49	roller
50	truck
51	personnel carrier
52	water surface
53	wet well
54	stern gate
55	planing wedge
56	planing wedge
57	winch
58	roller
59	roller
60	winch line
102	grounding rail upper INBD
103	baseline
104	grounding rail lower INBD
110	main deck
111	keel flat
112	focle deck
113	end of focle
114	main deck
115	chine & spray rail
116	baseline
117	buttocks
118	keel keel flat & 6' butt
119	knuckle
120	molded hull
121	chine & spray rail trace
130	stern ramp
140	frames
150	stations
151	length between perpendiculars = 120'-0" (36.6 m-0 m)
152	36 inch frame spacing (0.91 m)
153	centerline
154	deck tangent

-continued

PARTS LIST:

Part Number	Description
155	ramp side
156	knuckle extent
157	planing wedge
158	focle deck
159	knuckle
160	end of focle
161	12'-0" station spacing (3.7 m-0 m)
170	AFT control
171	main exhaust P/S
172	gen exhaust P/S
173	secondary intake P/S
174	folding jump seats (3)
175	galley mess table
176	galley
177	DWN hatch P/S
178	cargo tie down sockets (TYP)
179	folding jump seats (2)
180	DWN
181	EMER generator
182	deck LKR
183	chain (shown ramp up)
184	chain lock P/S chain (shown ramp down)
185	deck LKR
186	2 spare (waterjet) impellers P/S
187	navigator
188	thrust control
189	steering
190	ballistic steel plating
191	ballistic steel plating
192	transparent armor
193	ceramic armor overlay IB, OB & FWD face of pilot house P/S
200	ballast
201	waterjet compt
202	intake compt
203	engine room
204	pumps
205	generator
206	potable water
207	waste
208	waterjet compt
209	intake compt
210	engine room
211	generator
212	pumps
213	primary air intakes P/S
214	auxiliary machine space
215	stores
216	senior petty officers quarters
217	head
218	craft master
219	stores
220	forward stores
221	forward stores
222	forward stores
230	void
231	folding chart table
232	C4N bay
240	aft ballast P/S full (9.8 LT each)
241	aft ballast CL full (13.5 LT)
242	aft ballast P/S empty
243	aft ballast CL empty
244	forward ballast P/S empty
245	beach 186 feet (56.7 m)
246	fording depth 4.7 feet (1.43 m)
247	forward ballast P/S empty
248	beach 80 feet (24.4 m)
249	fording depth 2.0 feet (0.61 m)
250	forward ballast P/S full (16.6 LT each)

All measurements disclosed herein are at standard temperature and pressure, at sea level on Earth, unless indicated otherwise.

The foregoing embodiments are presented by way of example only; the scope of the present invention is to be limited only by the following claims.

What is claimed is:

1. A landing craft, comprising:
  - a) a planing hull having bow, stern, port and starboard portions, a hull bottom that includes a generally flat wide keel portion and port and starboard chines, a transom, and an upper deck;
  - b) the hull supporting one or more engines;
  - c) water jets powered by the engines for planing the hull;
  - d) a bow ramp supported by the hull and positioned at the hull bow portion, the bow ramp being movable relative to the hull between raised and lowered positions;
  - e) a stern ramp supported by the hull and positioned at the hull stern portion, the stern ramp being movable relative to the hull between raised and lowered positions;
  - f) the hull having one or more bow ballast tanks next to the bow;
  - g) the hull having one or more stern ballast tanks next to the stern; and
  - h) grounding rails on the hull that form a tripod arrangement with the keel portion that ensures the craft stability while improving control and maneuverability during high speed turns when the hull is on plane.
2. The landing craft of claim 1 wherein the bow ramp moves forwardly and away from the hull when it is moved from the raised to the lowered position.
3. The landing craft of claim 1 wherein the bow ramp is pivotally attached to the hull.
4. The landing craft of claim 1 wherein the stern ramp moves rearwardly and away from the hull when it is moved from the raised to the lowered position.
5. The landing craft of claim 1 wherein the stern ramp is pivotally attached to the hull.
6. The landing craft of claim 1 wherein the hull has a beam of between about 35 and 50 feet.
7. The landing craft of claim 1 wherein the hull has a length of between about 130 and 150 feet.
8. The landing craft of claim 1 wherein the hull is configured to be scaled to a different length or beam by increasing the length or width of the generally flat keel portion.
9. The landing craft of claim 1 wherein the rear ballast tanks include port and starboard ballast tanks that are aft the transom and on opposing sides of the stern ramp.
10. The landing craft of claim 1 further comprising a jet guard on the hull stern portion that defines a wedge that helps to damp aft pitching motions initiated by waves.
11. The landing craft of claim 1 wherein the transom has a deadrise angle of less than 10 degrees.
12. The landing craft of claim 1 wherein the transom has a deadrise angle of about 5 degrees.
13. The landing craft of claim 1 wherein the hull is configured to be beached wherein the flat keel portion contacts the seabed.
14. The landing craft of claim 1 wherein the water jets are mounted just forward of the transom.
15. The landing craft of FIG. 1 wherein the hull is of an aluminum material.
16. The landing craft of FIG. 1 wherein the hull is of an steel material.
17. A landing craft, comprising:
  - a) a planing hull having bow, stern, port and starboard portions, a hull bottom that includes a generally flat wide keel portion and port and starboard chines, a transom, and an upper deck;

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- b) the hull supporting one or more power units for planing the hull;
  - c) a bow ramp supported by the hull and positioned at the hull bow portion, the bow ramp being movable relative to the hull between raised and lowered positions;
  - d) a stern ramp supported by the hull and positioned at the hull stern portion, the stern ramp being movable relative to the hull between raised and lowered positions;
  - e) the hull having one or more bow ballast tanks next to the bow;
  - f) the hull having one or more stern ballast tanks next to the stern; and
  - g) a waterjet guard extending from the transom that engages the stern ramp when the stern ramp is lowered.
18. The landing craft of claim 17 wherein the bow ramp moves forwardly and away from the hull when it is moved from the raised to the lowered position.
19. The landing craft of claim 17 wherein the bow ramp is pivotally attached to the hull.
20. The landing craft of claim 17 wherein each ramp has a pivot and the pivots are generally parallel.
21. The landing craft of claim 17 wherein the ramps are so positioned that a wheeled vehicle can drive through the deck area by entering the deck area via one of the ramps and leaving the deck area via the other of the ramps.
22. The landing craft of claim 17 wherein the ramps are so positioned that a truck can drive through the deck area by entering the deck area via one of the ramps and leaving the deck area via the other of the ramps.
23. The landing craft of claim 17 wherein the ramps are so positioned that a tank can drive through the deck area by entering the deck area via one of the ramps and leaving the deck area via the other of the ramps.
24. The landing craft of claim 17 wherein the ramps are so positioned that an automobile can drive through the deck area by entering the deck area via one of the ramps and leaving the deck area via the other of the ramps.
25. The landing craft of claim 17 wherein the stern ramp moves rearwardly and away from the hull when it is moved from the raised to the lowered position.
26. The landing craft of claim 17 wherein the stern ramp is pivotally attached to the hull.
27. The landing craft of claim 17 wherein the hull has a beam of between about 35 and 50 feet.
28. The landing craft of claim 17 wherein the hull has a length of between about 130 and 150 feet.
29. The landing craft of claim 17 wherein the hull can be scaled to different length and beam by increasing the length or width of the generally flat keel portion.
30. The landing craft of claim 17 wherein the rear ballast tanks include port and starboard ballast tanks that are aft the transom and on opposing sides of the stern ramp.
31. The landing craft of claim 17 wherein the jet guard defines a wedge that helps to damp aft pitching motions initiated by waves.
32. The landing craft of claim 17 wherein the transom has a deadrise angle of less than 10 degrees.
33. The landing craft of claim 17 wherein the transom has a deadrise angle of about 5 degrees.
34. The landing craft of claim 17 wherein the hull is configured to be beached wherein the flat keel portion contacts the seabed.
35. The landing craft of claim 17 further comprising grounding rails on the hull that are spaced away from the generally flat wide keel portion forming a tripod arrangement that ensures craft stability when beached or when resting in the wet well of a well deck ship.

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36. A landing craft, comprising:
- a) a planing hull having bow, stern, port and starboard portions, a hull bottom that includes a generally flat wide keel portion and port and starboard chines, a transom, and an upper deck;
  - b) the hull supporting one or more power units;
  - c) a bow ramp supported by the hull and positioned at the hull bow portion, the bow ramp being movable relative to the hull between raised and lowered positions wherein the bow ramp inclines forwardly in front of the hull when lowered;
  - d) a stern ramp supported by the hull and positioned at the hull stern portion, the stern ramp being movable relative to the hull between raised and lowered positions, the stern ramp forming an obtuse angle with the generally flat keel portion;
  - e) the hull having one or more bow ballast tanks next to the bow;
  - f) the hull having a pair of stern ballast tanks that are positioned next to the stern portion of the hull and on opposing sides of the stern ramp.
37. The landing craft of claim 36 wherein the bow ramp moves forwardly away from the hull when it is moved from the raised to the lowered position.
38. The landing craft of claim 36 wherein the bow ramp is pivotally attached to the hull.
39. The landing craft of claim 36 wherein the stern ramp moves rearwardly away from the hull when it is moved from the raised to the lowered position.
40. The landing craft of claim 36 wherein the stern ramp is pivotally attached to the hull.
41. The landing craft of claim 36 wherein the hull has a beam of between about 35 and 50 feet.
42. The landing craft of claim 36 wherein the hull has a length of between about 130 and 150 feet.
43. The landing craft of claim 36 wherein the hull can be scaled to different length and beam by increasing the length or width of the generally flat keel portion.
44. The landing craft of claim 36 wherein the rear ballast tanks include port and starboard ballast tanks that are aft the transom.
45. The landing craft of claim 36 further comprising a jet guard on the hull stern portion that defines a wedge that helps to damp aft pitching motions initiated by waves.
46. The landing craft of claim 36 wherein the transom has a deadrise angle of less than 10 degrees.
47. The landing craft of claim 36 wherein the transom has a deadrise angle of about 5 degrees.
48. The landing craft of claim 36 wherein the hull is configured to be beached wherein the flat keel portion contacts the seabed.
49. The landing craft of claim 36 wherein the water jets are mounted just forward of the transom.
50. The landing craft of FIG. 36 wherein the hull is of an aluminum material.
51. The landing craft of FIG. 36 wherein the hull is of a steel material.
52. A landing craft, comprising:
- a) a planing hull having bow, stern, port and starboard portions, a hull bottom that includes a generally flat wide keel portion and port and starboard chines, a transom, and an upper deck;
  - b) the hull supporting one or more power units;
  - c) a bow ramp supported by the hull and positioned at the hull bow portion, the stern ramp being movable relative to the hull between raised and lowered positions;

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- d) a bow facing control station for controlling the craft and bow ramp from a forward position;
- e) a stern ramp supported by the hull and positioned at the hull stern portion, the bow ramp being movable relative to the hull between raised and lowered positions, the stern ramp forming an obtuse angle with the generally flat keel portion;
- f) an aft facing control station for controlling the craft and stern ramp from an aft position;
- g) the hull having one or more bow ballast tanks next to the bow; and
- h) the hull having stern ballast tanks that are positioned next to the stern portion of the hull and on opposing sides of the stern ramp.

53. The landing craft of claim 52 wherein the bow ramp moves forwardly away from the hull when it is moved from the raised to the lowered position.

54. The landing craft of claim 52 wherein the bow ramp is pivotally attached to the hull.

55. The landing craft of claim 52 wherein the stern ramp moves rearwardly away from the hull when it is moved from the raised to the lowered position.

56. The landing craft of claim 52 wherein the stern ramp is pivotally attached to the hull.

57. The landing craft of claim 52 wherein the hull has a beam of between about 35 and 50 feet.

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58. The landing craft of claim 52 wherein the hull has a length of between about 130 and 150 feet.

59. The landing craft of claim 52 wherein the hull can be scaled to different length and beam by increasing the length or width of the generally flat keel portion.

60. The landing craft of claim 52 wherein the rear ballast tanks include port and starboard ballast tanks that are aft the transom.

61. The landing craft of claim 52 further comprising a jet guard on the hull stern portion that defines a wedge that helps to damp aft pitching motions initiated by waves.

62. The landing craft of claim 52 wherein the transom has a deadrise angle of less than 10 degrees.

63. The landing craft of claim 52 wherein the transom has a deadrise angle of about 5 degrees.

64. The landing craft of claim 52 wherein the hull is configured to be beached wherein the flat keel portion contacts the seabed.

65. The landing craft of claim 52 wherein the water jets are mounted just forward of the transom.

66. The landing craft of FIG. 52 wherein the hull is of an aluminum material.

67. The landing craft of FIG. 52 wherein the hull is of a steel material.

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